

## Message Text

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15

ACTION EUR-25

INFO OCT-01 NEA-10 ADP-00 SAJ-01 NIC-01 EA-11 IO-12 EB-11

CIAE-00 DODE-00 PM-09 H-02 INR-10 L-03 NSAE-00 NSC-10

PA-03 RSC-01 PRS-01 SS-15 USIA-12 TRSE-00 STR-08

COME-00 OMB-01 RSR-01 AGR-20 CIEP-02 AID-20 /190 W

----- 024543

R 091508 Z APR 73

FM AMEMBASSY STOCKHOLM

TO SECSTATE WASHDC 9881

INFO AMEMBASSY COPENHAGEN

AMEMBASSY HELSINKI

AMEMBASSY MOSCOW

AMEMBASSY OSLO

AMEMBASSY REYKJAVIK

AMEMBASSY TEL AVIV

LIMITED OFFICIAL USE STOCKHOLM 1216

E. O. 11652: N/ A

TAGS: PFOR SW UR IS CH

SUBJECT: FURTHER KOSYGIN COMMENTS DURING VISIT TO SWEDEN

REF: A. STOCKHOLM 1201; B. MOSCOW 3827; C. STOCKHOLM 1193

BEGIN SUMMARY. ON APRIL 5, THE LAST FULL DAY OF HIS VISIT TO SWEDEN, PRIME MINISTER KOSYGIN GAVE A BRIEF SPEECH AT CITY HALL LUNCHEON AND PARTICIPATED IN TWO PRESS CONFERENCES. FOLLOWING IS A WRAP- UP OF SIGNIFICANT STATEMENTS. END SUMMARY.

1. IN CITY HALL SPEECH KOSYGIN REFERRED TO SWEDEN' S ROLE AS A CRITIC OF THE VIETNAM WAR. SWEDES HAD NOT ONLY EXPRESSED THEIR OPINION ON A MAJOR INTERNATIONAL PROBLEM, KOSYGIN SAID, BUT TRIED TO WORK ACTIVELY TO RESOLVE IT.

2. DURING APRIL 5 PRESS CONFERENCE AT SOVIET EMBASSY KOSYGIN REPLIED TO QUESTIONS ON MIDDLE EAST, VIETNAM, SOVIET- CHINESE  
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RELATIONS, THE PLIGHT OF SOVIET JEWS, AND PRIMARILY, ON ECONOMIC AND TRADE ISSUES. IN MOST DRAMATIC PORTION OF PRESS CONFERENCE KOSYGIN ACCUSED ISRAEL OF AGGRESSION, AN ACCUSATION WHICH PROMPTED AN ISRAELI REPORTER TO ASK KOSYGIN ABOUT SOVIET INVASIONS OF HUNGARY AND CZECHOSLOVAKIA AND ABOUT THE SOVIET EMN TO BE BORROWER, MINISTRY OF PUBLIC WORKS THE EXECUTING AGENCY.

3. PROPOSED ROAD TO LINK UPPER HELMAND VALLEY MORE EFFECTIVELY TO THE HERAT- KANDAHAR SEGMENT OF NATIONAL PRIMARY HIGHWAY SYSTEM AT YAKCHAL. UPPER HELMAND VALLEY, FED BY HELMAND AND ARGHANDAB RIVERS IS CULTIVATED IN IRRIGATED STRIPS ONLY FEW KM WIDE ALONG ONE OR BOTH SIDES OF RIVER. DEVELOPMENT OF VALLEY BEGAN 1930 WITH CONSTRUCTION OF BOGHRA CANAL, BUT SUBSTANTIAL DEVELOPMENT CAME WITH THE CONSTRUCTION, BUT MORRISON- KNUDSEN USING 1950 AND 1954 U. S. EX- IM LOANS, OF STORAGE RESERVOIRS ON HELMAND ( KAJAKAI DAM) AND ARGHANDAB ( ARGHANDAB DAM) RIVERS, TO PARTIALLY EVEN OUT EXTREME SEASONAL VARIATIONS IN WATER FLOW. ALSO, MAJOR CANALS WERE CONSTRUCTED TO CARRY WATER TO FARM LANDS TO SOUTH, AND ROADS, A SMALL HYDRO PLANT, AND EXTENSIVE IRRIGATION AND RAINAGE SYSTEMS WERE BUILT.

4. HELMAND- ARGHANDAB VALLEY AUTHORITY ( HAVA) RESPONSIBLE FOR PLANNING, EXECUTING AND SUPERVISING MAJOR DEVELOPMENT PROGRAMS IN VALLEY, AND HAS BEEN EXTENSIVELY ASSISTED BY USAID, ESPECIALLY IN DEVELOPING IRRIGATION SYSTEMS AND AGRI- CULTURAL EXTENSION. HAVA HAS DIVIDED VALLEY INTO OPERATIONAL ZONES DEVELOPED SUCCESSIVELY. HAVA NOW CONCENTRATING ON IN- CREASED OUTPUT FROM AREA THROUGH HIGHER YIELDS, DOUBLE CROPPING, AND WIDER USE OF IMPROVED SEED. HAVA ALSO EXTENDING IRRIGATION AND OPENING NEW AREAS, AS WELL AS IMPROVING DRAINAGE IN SOME OF EXISTING SYSTEMS. PROPOSED NEW SPILLWAY GATES AT KAJAKAI DAM TO INCREASE ITS STORAGE CAPACITY BY TWO- THIRDS TO IMPOUND MORE FLOOD WATER. FEASIBILITY OF KAJAKAI GATES PROJECT ASSESSED BY ADB TA PROJECT AND MAY BE PROPOSED FOR ADB FINANCING LATER, IN CONJUNCTION WITH PROPOSED CHAKHANSUR PRO- LIMITED OFFICIAL USE

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JECT.

5. EFFECTIVE IMPLEMENTATION HAVA' S DEVELOPMENT PROGRAM, REQUIRES BETTER ACCESS TO IRRIGATED AREAS AND BETTER LINKING OF PRODUCERS TO MARKETS, ESPECIALLY IN TWO SOUTHERMOST ZONES, DARWESHAN AND KHANNASIN, THE LATEST AND LEAST DEVELOPED, AND FARTHEST FROM HAVA HEADQUARTERS AT LASH- KARGAH. PROPOSED PROJECT TO PROVIDE ROAD FOR THIS PURPOSE

AS FOLLOWS: SURFACE WITH ASPHALT EXISTING 51 KM GRAVEL ROAD YAKCHAL TO LASHKARGAH; CONSTRUCT TWO- LANE 215 KM ROAD FROM LASHKARGAH TO 24 KM BEYOND DESHU ( SOUTHERN EDGE OF KHANNASIN ZONE), GRAVEL SURFACED EXCEPT THAT FIRST 52 KM OUT OF LASHKARGAH TO BE ASPHALT SURFACED; ABOUT 14 KM OF IMPROVED EARTH FEEDER ROAD TO LINK ROAD TO BRIDGES AT DARWESHAN ( EXISTING) AND KERTAKA ( TO BE BUILT) AND THEREBY TO IRRIGATED AREAS ACROSS RIVER; TWO- LANE BRIDGE AT DESHU AND ONE- LANE BRIDGE AT KERTAKA, BOTH ABOUT 200 M ACROSS HELMAND RIVER; AND ABOUT 20 KM IN FOURR IMPROVED EARTH FEEDER ROADS GIVING ACCESS TO SHAMELAN ZONE.

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\*\*\* Current Handling Restrictions \*\*\* n/a

\*\*\* Current Classification \*\*\* LIMITED OFFICIAL USE

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**TAGS:** PFOR, CH, IS, SW, UR  
**To:** COPENHAGEN  
EUR  
HELSINKI  
MOSCOW  
OSLO  
REYKJAVIK  
SECSTATE WASHDC

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